er the life and property entrusted

steam making 21 knots under ative estimate could not ght to stop within a mile or As the course the Titanic was d through the danger zone somethe danger of the speed she was must have been known by the hip and by J. Bruc Ismay. Robinson of the firm of & Robinson, proctors in ad od former counsel in this coun-Thomas Lipton, said that the law has been well settled cears past that the extent of owners of vessels is limited e of the vessel itself unless ness of the vessel can be In the case of the Titanic hat there was no question but oped and under the command

the bottom of the ocean there no reasonable hope for recovery fact that Mr. Ismay, the manag-per was on board," he said, "in its the jurisdiction or authorne is in command and assumes ability for the proper carrying rs given by him, and therewher can in no way actually be held for his acts.

rienced and efficient captain

the limit of recovery for loss

iself, and since the vessel

act that the ressel sank is one d and mastered and e-uinned essel itself under maritime law ise those that suffered loss of life ry in property would be limited examined. ie of the vessel, and since the of the owners is nil.

Micou of the firm of Herbert

patient and greatly dissatisfied with the fault or privity tion when a ship built to rds is on her maiden voyage

At the appointed hour, 8:15, the intic has aboard the managof the company for the ose of seeing what the ship d be admits knowing there

Lawers and solute Master at Sea and Ship Alone Can Be Held for Damages.

Lawers questioned yesterday as to be labelity for loss of life incurred by sensible to the loss of the fittanic expressed variations to the loss of the fittanic as the statement of the was east and ship Alone Can Be Held for Damages.

Lawers questioned yesterday as to be labelity for loss of life incurred by sensible to the loss of the fittanic as the statement of the was capt. Smith who was responsible to the loss of the fittanic as the statement of the vessel on the high seas as wether J. Bruce Ismay, as managing discrete of the vessel on the high seas is a solested to as the statement of the labelity to provide the continue of the fittanic as the statement of the labelity to provide the person whose estate is sought to be administered on the ground of his disappearance had no reason, financial or social, for dropping out of sight, and that the labelity is the person whose estate is sought to be administered on the ground of his disappearance had no reason, financial or social, for dropping out of sight, and that the labelity is the person whose estate is sought to be administered on the ground of his disappearance had no reason, financial or social, for dropping out of sight, and that the loss of the fittanic as the state had been disable that the original view of manual the captain the supreme person of the high seas is as obsolete as the saling view of the fittanic as the saling view of the saling view of the fittanic as the saling view of the fittanic a

## it was reasonable to believe that a vessel TITANIC FACTS SOUGHT IN HOUSE OF COMMONS

Board of Trade Head, Evasive at First Induced to Answer at Night.

Special Cable Despatch to THE SEN.

LONDON, April 22.-The House of Commons debated the Titanic tragedy,

captain of the vessel. The Board of Trade since the tragedy and had

at of liability has long been estab- by the Titanic, the speed of the vessel

sary or advisable." said Buxton.

ng from captures made in the Trade was taking steps to secure the

power to summon these people as witnesses.

"Get the power," came from all parts decided by President Taft the power," came from all parts of the House. Mr. Crooks brought the incase of La Bourgogne In the case of La Bourgogne Tage that only a lity existed, recovery was on that liability of loss of high sens.

"In the case of La Bourgogne of the utmost public importance and when forty members sign it, or a majority supports it, the debate begins at 8:15 on the same day. Throughout the scene the House showed itself importancing of a managing director of a managing dire Judge he allowed recovery of the House. Mr. Crooks brought the patient and greatly dissatisfied with Mr.

At the appointed hour, 8:15, the debate began. Mr. Buxton's attitude changed entirely during the evening and he was frank instead of evasive in his

# TITANIC SURVIVOR MARRIED IN HOSPITAL

Miss Sarah Roth Becomes Bride of Daniel M. Iles, Who Waited for Her.

BRIDESMAID IN SAME BOAT

Hes Stood Watch Night and Day With No Reassurance Till Miss Roth Came Ashore.

Sarah Roth, a survivor of the Titanic disaster, was married to Daniel M. Iles yesterday afternoon in St. Vincent's Hospital, and the happiness of bride and bridegroom made many men and women who are being cared for in St. Vincent's feel cheerful for the first time since they were taken there from the Carpathia.

Miss Roth and Mr. Iles had been en-gaged for seven years. When he left England two years ago to come here and save money for their future they arranged to be married this month if Mr. Iles's circumstances permitted. Two months ago Mr. Iles, who had been working as a clerk in the Greenhut Siegel-Cooper department store, send word to Miss Roth to join him here as soon as it was convenient. She replied by cable that she would sail on the Titanic.

Nobody suffered more from suspense and anxiety than the young department store clerk after the first news got here that the Titanic had met with an accident. He was one of the crowd who waited all day on Monday, Monday night and part of Tuesday at the White Star offices, hoping to get word that his bride-to-be was among the saved. On Tuesday a partial list of first and second cabin survivors was made public, but that didn't relieve Mr. Iles's anxiety, because he knew vivors was made public, but that didn't that Miss Roth was a third class passen-

ger. Worn out from worry and loss of sleep he finally went to his home at 324 West Twenty-fourth street and applied again on Wednesday for news at the White Star offices. But it was not until the Cunarder Carpathia got here on Thursday night that he knew his sweetheart was live. He met her at the Cunard pier and accompanied her to St. Vincent's. where so many of the destitute survivors were taken.

The whole hospita Istaff knew about the romance and doctors, sisters and visitors Commons debated the Titanic tragedy, its causes and circumstances to-night. Sydney Buxton, the precident of the British Board of Trade, was questioned at length concerning the steamship regulations. In the evening he answered all questions fully, although at the day session of the Commons he had been somewhat evasive.

It was owing to this early attitude that the night discussion was held.

been somewhat evasive.

It was owing to this early attitude that the night discussion was held.

Will Crooks, the Laborite leader, demanded and obtained permission for the full debate after he had declared the statement of Buxton to be "extremely unsatisfactory."

Buxton had reviewed the work of the Board of Trade since the tragedy and had announced the call of a meeting of all British shipowners to consider remedial legislation and revision of the board's regulations. He declared that pending the formation of a court of inquiry he intended to ask the White Star Line to have all the surviving members of the crew available for examination.

Buxton declared that the route taken by the Titanic, the speed of the vessel and the captain's orders as to speed, the searchlights carried and the life savage.

Visitors who were there were Mr. and Mrs. Geraldyn Redmond and Mrs. James Gilleis, Jr.

The Rev. Father Anthony Grogan of the Mission of Our Lady of the Rosary married the couple. Father Grogan is young and merry and he said vesterday that he had never been assigned to a pleasanter duty than marrying Miss Roth to Mr. Iles. Mr. Kelly, who lives at the Hotel Plaza, was the groomsman, and stood up with a blooming English girl, Emily Badman, who had been put in the same lifeboat that took Miss Roth from the sinking ship. The ceremony was performed at 3:30 P. M. in St. Vincent's Hall. The large room was prettily decorated with flowers. Miss Roth wore a gown of blue silk and a straw hat of black chip trimmed with blue velvet. Mr. Iles wore a black cutaway suit.

While Father Grogan is young and merry and he said vesterday that he had never been assigned to a pleasanter duty than marrying Miss Roth to Mr. Iles Mr. Eally, who lives at the Hotel Plaza, was the groomsman, and stood up with a blooming English girl, Emily Badman, who had been put in the same lifeboat that took Miss Roth from the sinking ship. The ceremony was prefixed with flowers. Miss Roth wore a gown of blue silk and a straw hat of black chip trimmed with shu

itself under maritime law.

Searchjights carried and the life savuse that suffered loss of life
property would be limited
of the vessel, and since the
at the bottom of the ocean
the owners is nil."

of the sick who were able to leave their
wards were put in wheel chairs and moved
down the corridor so that they could
enjoy the wedding. Perhaps 200 were
in the crowd, and among these were black
gowned Sisters of Charity, young physicians in white duck and priests.

## Mr. Buxton's replies to the avalanche WHY BOATS WEREN'T ALL FULL. f Washington, D. C., a lawyer of questions which were hurled at him Too Many Refused to Believe in

one. By that time of course everybody knew that the ship was sinking because all decks were under except the top. I believe that dozens of people were drowned in their staterooms. I heard drowned in their staterooms. I heard that some locked their doors and refused to open them when stewards knocked and warned that there wasn't much time

MRS. HOYT HAS RELAPSE. Did Not Know It.

AMSTERDAM, N. Y., April 22.—It was expected that Mr. and Mrs. Frederick M. Hoyt of New York, survivors of the Titanic disaster, would reach Amster-dam to-day to visit Mrs. Hoyt's parents. Her father, Frank M. Forby, returned to Amsterdam with the announcement that his daughter's condition was such that she was not able to make the trip to this city, having suffered a relapse.

to this city, having suffered a relapse.

Mrs. Hoyt gave a concise account of the tragedy to her father. She did not leave her husband's side until the last boat was being lowered and then she was torn from him and thrown into a boat.

Mr. Hoyt leaped into the water and seized a piece of wreckage. He was hauled into one of the lifeboats that returned when the Titanic went down. Mrs. Hoyt happened to be in this boat, but she did not know her husband was saved until they got aboard the Carpathia.

Mr. Hoyt is a former commodore of the Larchmont Yacht Club of New York and the owner of the yacht Isolde, on which in 1908 he spent his honeymoon.

### FOR MEDALS OF HONOR.

Resolution Authorizing Their Issue to Carpathia's Officers and Crew.

WASHINGTON, April 22 - A resolution authorizing the President to issue medals of honor to the captain, officers and crew of the steamer Carpathia "for their gallant are revice in the rescuing of the survivors of the steamer Titanic" was introduced to day by Representative Francis of Ohio. The resolution authorizes the President to cause the medals of honor to be struck from dies to be prepared by the United to cause the medals of honor to be struck from dies to be prepared by the United to the captant of the Carpathia, and to the officers, petty officers and crew of that commander of the Carpathia, and to the officers, petty officers and crew of that and humane conduct in rescuing over 700 persons from the wreck of the steamship Titanic." It is proposed that the sum of \$5,000 shall be appropriated for the purpose

Cunard Line's General Agent, for a while." Who Sent It, Wins the Proffered Prize.

Jack Binns, who achieved fame as the wireless operator of the steamship Rea code message to the Cunarder Carpathia as she was approaching port with the survivors of the Titanic. was submitted to the mystery editor of the American and he called a meeting of the puzzle department. The experts on everything finally gave the code message up and on Sunday the American decided to offer a reward to anybody who could translate the message, which was published yesterday in the American, and signed "Sumner." Charles P. Sumner is the general agent in the United States of the Cunard Line. He does not read the American every day and did not yesterday, but one of his assistants called his attention to this display in the paper:

"Translate this message and get \$100." Following this offer was the message itself, made up of many foreign and English words and parts of words, which had thwarted the puzzle department. Mr. Sumner looked at the message and recognized it as his own, or pretty nearly so. Mr. Binns had not caught the exact language in some parts, very close to the original. Then an inspiration came to Mr. Sumner. Nobody in the Cunard office would say exactly what Mr. Sumner said when he had finished with the American reward story, but it is assumed that his words were perfectly proper, as he is a Bostonian. He was observed to chuckle, Following this offer was the message

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the statutes of a foreign
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than that the Cunard line revealed, but admitted that the Cunard cipher was beyond even their own puzzle department and the whole staff of sleuths who pursue

# MRS. HOYT HAS RELAPSE. WAS MAKING 23 KNOTS, THINKS ONE FIREMAN

James Thompson Saw 77 Revolutions Chalked Up on Saturday.

MONEY TO GET LIFEBOAT

Man Gave Sailors £5 Notes and Had His Family Sent Off in Good Order.

James Thompson, a little, weatherbeaten Englishman, who was a fireman on the Titanic and who is in St. Vincent's Hospital recovering from injuries, told a SUN reporter yesterday that he knew the ship was running at twenty-two knots speed at 2 P. M. on Saturday, the day before the accident, and that the speed was increased the next day.

"I was in the engine room on Saturday afternoon," said Thompson, "and I saw Second Engineer Ferguson chalk up on the blackboard the number of revoluof honor to the captain, officers and crew tions. He made it seventy-seven and

steward on the Carpathia to tell all of us that we must be ready to board the Cedric," said hompson, "and that we would get full pay until we were landed in England. When the Carpathia got TRANSLATED FOR \$100 here we expected to be put on another ship. The English doctor on the Carpathia didn't want us to land, but somebody in authority told him that we had to leave the ship and stay in New York

Describing his experiences just before the Titanic foundered Thompson said that he saw a man hand a five pound note to each of seven sailors and that he heard this man tell the sailors to get him and his family in a lifeboat as quickly as possible.

"This was about twenty minutes before the ship went down," said Thompson. "I was on the boat deck where there was a big crowd of frightened men and women. This man-I don't know whether he was an American or an Englishman-had with him a woman, his wife, I suppose, several children and a lot of servants. He took a package of English notes out of his pocket and gave £5 to all of the sailors near him. They took the money, put him and his family and servants aboard and sent them away. I looked for the man when I got on the Carpathia.

but I couldn't identify him."

There was no doubt in the fireman's mind that an effort had been made to get out of the Titanic all the speed in her from the time—she left Southampton until she broke herself against an ice-

berg.
"The work in the stokehole was terrific,"

Bostonian. He was observed to chuckle, after refleving his feelings. Then he called his stenographer and dictated a letter to the "Editor of the American" forgetting that there was a puzzle department—the substance of which was that he begged herewith to submit to the American a translation of the code message and to Bostonian. He was observed to chuckle, the water was pouring in from the star of questions which was the forgetting that there was a puzzle department. The was fine, that first officer, said grown captures made in the and Bay, was quoted yesterming that in his opinion recovery

The was fine, that first officer, said the crew to come on the bear deck.

The was fine, that first officer, said the crew to come on the bear deck.

The was fine, that first officer, said the crew to come on the bear deck.

Thompson. It was close to him for that is expected to occupy the attention a translation of the code message and to claim on behalf of St. John's Guild the witnesses before the English court that is expected to occupy the attention of the Senate investigating committee to crowd into a boat full of women. He had the whole crowd under his thumb all the time and he never faltered on the lifeboats were not reward offered by Mr. Hearst.

### Lighthouse on New Senmen's Institate to Commemorate Titanic Dead-

constantly for the contents worsting the contents where the fining strates understands the content of the conte It is proposed to give the lighthouse and seldom overtake the elusive English tower on the new Seamen's Institute, language, in the American's code and corner of Coenties Slip and South street.

# The Shear Superiority

of Saks Clothes for Men

The sheer superiority of Saks Clothes for Men is largely shear superiority. Their distinctiveness is a matter of design—their individuality a matter of intuition—their tailoring a matter of talent their style a matter of comment wherever worn.

I But, to go to the root of the matter, perhaps the most important consideration of all is shears. It is not second to designing, for the success of a design, whether it be of a battleship or a suit of clothes, depends upon an appreciative interpretation. We call shears the interpretative factor in tailoring.

¶ Just notice the lines of a Saks garment. See with what accuracy and grace they fulfill their purpose. There is something more in this than mere shears -there is shear-intelligence of the highest order. There is that individuality expressed which is the fruition of years of effort. There is that quiet elegance which all men want and we alone can offer.

Beginning this morning

## Sale of Chauffeurs' Suits and Auto Coats

at remarkably liberal price savings

There is such a constant and consistent demand for motor apparel in our Auto Department that opportunities for special sales come few and far between. In the present instance, however, we have just one hundred Chauffeurs' Suits at a special price, and with these we have included 52 Spring auto coats, more or less broken in sizes.

Chauffeurs' Suits, with two pairs of trousers, made of gray serge and Oxford whipcords, in Norfolk and pleated models. The materials are excellent, and the tailoring is fully up to the Saks'

Regularly 37.50 & 40.00. special today at 25.00 52 Spring Auto Coats, for Owners or Chauffeurs, in light and medium weight cheviots, whipcords and rainproof cloths. Broken sizes.

Formerly sold up to 50.00. special today at 19.50

## Saks & Company

Broadway at 34th Street

# Coward

# **Imitation**

Unscrupulous dealers are attempting to deceive the public by making misleading and unlawful use of the COWARD name.

THEPUBLIC-is informed that the COWARD Shoe is sold only from our one place of business, at 264-274 Greenwich St. (near Warren St.) New York City.

NO AGENTS

JAMES S. COWARD 264.274 Greenwich St. NEW YORK Sold Nowhere Else Mail Orders Filled

NO DEATH CLAIMS PAID YET.

Accident Insurance Companies Heavter Losers in Titanic Wreck.

The life insurance companies have not yet paid any death claims on policies carried by persons lost when the Titanic foundered. Time makes it more certain that the large life companies came off very easily. Most of the companies have discovered that they will lose less than originally estimated by them in conservative statements.

vative statements.

Accident insurance companies are prepared for heavier losses, one Hartford company probably standing ready for a loss of about \$1,000,000. The working of the double liability clause in accident policies affects the case, of course, from the point of view of the accident companies.

## MRS. HARRIS FAR FROM WELL.

Her Father-in-Law, William Harris.

Mrs. Henry B. Harris, wife of the theatrical manager who lost his life on the Titanic, was reported yesterday to be as well as can be expected after what she has been through. She is in a very nervous condition.

William Harris, father of Henry B., was said yesterday to be recovered after an illness of twelve weeks and to be again "in harness."

An Appetizer A necessary relish for many a dish. LEA & PERRINS' SAUCE

Aids Digestion

John Doncan's Sons, Agents, F.Y.

A perfect seasoning for Soupe, Fish, all Monte, Gravies, etc.

JOHN DAVID ROELOFS HATS STEIN-BLOCH SMART CLOTHES Broadway at 32 street

Advertisement &

JOHN DAVID

Edited by Granach

CAN the rim-of-the-brim

of your "ancient-and-honorable" Winter Derby. Is the silk binding

streaky-tufty-shiny? Flip

your finger hard against the crown. Does cloud of dust go up? Warning tokens that

the grizzled veteran should

be retired from service. A Roelofs Derby or Soft Hat, bought now, will tide you

over: Straw Hat Time and

be ready again to answer

the call to arms "nen "taps"

are sounded for your Straw.

Roelofs Derbies come in for a far-flung range of forms for every con-tour of head and every cast of face." They are dye-stand and "apot-not." Roelofs Soft Hata translate the most applauded trans-Atlantic fath-ions. No other word will serve-they have "chic."